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| <u>L2</u> | longitudinal adj clutch | 44 | <u>L2</u> |
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☐ 1. Document ID: US 20040129477 A1

L3: Entry 1 of 2

File: PGPB

Jul 8, 2004

PGPUB-DOCUMENT-NUMBER: 20040129477

PGPUB-FILING-TYPE: new

DOCUMENT-IDENTIFIER: US 20040129477 A1

TITLE: Method of controlling vehicle handling by influencing the yaw velocity

PUBLICATION-DATE: July 8, 2004

INVENTOR-INFORMATION:

| NAME | CITY | STATE | COUNTRY | RULE-47 |
|------------------|------------------|-------|---------|---------|
| Bastian, Klaus | Neuhausen | | DE | |
| Frank, Jan | Koeigsbach-Stein | | DE | |
| Hofbauer, Markus | Rechberghausen | | DE | |

ASSIGNEE-INFORMATION:

| NAME | CITY | STATE | COUNTRY | TYPE CODE |
|------------|------|-------|---------|-----------|
| PORSCHE AG | | | | 03 |

APPL-NO: 10/ 670746 [PALM]

DATE FILED: September 26, 2003

FOREIGN-APPL-PRIORITY-DATA:

| COUNTRY | APPL-NO | DOC-ID | APPL-DATE |
|---------|--------------|---------------------|--------------------|
| DE | 102 45 032.3 | 2002DE-102 45 032.3 | September 26, 2002 |

INT-CL: [07] B60 K 17/344

US-CL-PUBLISHED: 180/248

US-CL-CURRENT: 701/69; 180/248

REPRESENTATIVE-FIGURES: 1

ABSTRACT:

A method of controlling the handling of vehicles having a controllable longitudinal clutch and/or a controllable main-axle lateral lock in the case of all-wheel systems and a controllable lateral lock in the case of vehicles with a single-axle drive. The input quantities are first detected and processed, and subsequently, a comparison takes place of the desired driving direction, which is defined by way of

the steering angle (LW), and the actual moving direction (BR) of the vehicle. If the two values deviate from one another by a definable reference value (RW), the coupling between the front axle and the rear axle of the vehicle is increased for increasing the yaw damping, or, when a controllable main-axle lateral lock is present, the locking torque of the lateral lock is increased, or the two measures are initiated simultaneously.

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| Full | Title | Citation | Front | Review | Classification | Date | Reference | Sequences | Attachments | Claims | KMIC | Draw D |
|------|-------|----------|-------|--------|----------------|------|-----------|-----------|-------------|--------|------|--------|

☐ 2. Document ID: US 20040129474 A1

L3: Entry 2 of 2

File: PGPB

Jul 8, 2004

PGPUB-DOCUMENT-NUMBER: 20040129474

PGPUB-FILING-TYPE: new

DOCUMENT-IDENTIFIER: US 20040129474 A1

TITLE: Method of controlling the vehicle handling by means of measures for avoiding an understeering

PUBLICATION-DATE: July 8, 2004

INVENTOR-INFORMATION:

| NAME | CITY | STATE | COUNTRY | RULE-47 |
|------------------|------------------|-------|---------|---------|
| Bastian, Klaus | Neuhausen | | DE | |
| Frank, Jan | Koeigsbach-Stein | | DE | |
| Hofbauer, Markus | Rechberghausen | | DE | |

ASSIGNEE-INFORMATION:

| NAME | CITY | STATE | COUNTRY | TYPE CODE |
|------------|------|-------|---------|-----------|
| PORSCHE AG | | | | 03 |

APPL-NO: 10/ 670745 [PALM]
DATE FILED: September 26, 2003

FOREIGN-APPL-PRIORITY-DATA:

| COUNTRY | APPL-NO | DOC-ID | APPL-DATE |
|---------|--------------|---------------------|--------------------|
| DE | 102 45 035.8 | 2002DE-102 45 035.8 | September 26, 2002 |

INT-CL: [07] B60 K 17/34

US-CL-PUBLISHED: 180/233

US-CL-CURRENT: 180/233

REPRESENTATIVE-FIGURES: 1

ABSTRACT:

Method of controlling the vehicle handling of vehicles having a controllable longitudinal clutch and/or a controllable main-axle lateral lock in the case of

all-wheel systems and a controllable lateral lock in the case of vehicles with a single-axle operation wherein at least the driving speed (v), the lateral acceleration (a.sub.q) and the actual steering angle (LW(act)) are detected. From the filed characteristic diagram, which extends along the driving speed (v) and the lateral acceleration (a.sub.q), the pertaining steering angle (LW(KF)) is determined for the respective driving speed (v) and the lateral acceleration (a.sub.q) and is then compared with the actual steering angle (LW(act)). If the two steering angles deviate from one another by at least a definable amount, the lateral acceleration is adapted by changing the locking torque for a stable vehicle handling.

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| Full | Title | Citation | Front | Review | Classification | Date | Reference | Sequences | Attachments | Claims | KNOC | Draw D |
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